

Alpha assisted them to reach their new positions downstream. During the movement, several of Parker's warships—including his flagship, the double-turreted monitor *Onondaga*—ran aground; and *Alpha* proved to be invaluable by helping to refloat them.

However, the navigational difficulties of the upper James impartially plagued both sides; and two of Mitchell's ironclads, one gunboat, and a torpedo boat also ran aground while attempting to slip through the gap despite fire from Union shore batteries. This development prompted Parker to return upstream to join in the bombardment. A shell soon struck the stranded gunboat *Drewry*, detonating her magazine; and the resulting explosion so damaged *Scorpion*, grounded nearby, that Mitchell ordered that gunboat abandoned. Then when the stranded ironclads were again afloat, the surviving Confederate warships retired to Richmond.

The highlight of *Alpha's* service on the James was her participation in the expedition upstream to Richmond immediately after General Robert E. Lee's Army of Northern Virginia abandoned the desperately defended city. During this operation *Malvern* carried President Lincoln to the former Confederate capital where former slaves paid the President homage and showed him their warm appreciation. *Alpha* left the James in July 1865 and steamed to Washington. She was sold at public auction at the Washington Navy Yard on 23 September 1965 to William L. Wall and Company of Baltimore. Redocumented as *Alpha* on 7 October 1865, she operated as a merchant tug for more than two decades. Her career was finally ended when she was destroyed by fire on 5 June 1886. Other details of her loss have not been found.

II

(MB: t. 10 (net); l. 56'; b. 9'6"; dr. 3'6" (aft); s. 11.3 mph.; cpl. 7; a. 1-pdr., 1 mg.)

The second *Alpha* (SP-586)—a motor yacht built in 1911 at Riverside, R.I., by the Narragansett Bay Yacht Yard—was purchased by the Navy on 19 May 1917 from Mr. Joel Fischer and commissioned that same day.

Assigned to the 2d Naval District section patrol, *Alpha* patrolled the waters of southern Massachusetts, Rhode Island, and Connecticut. The motorboat served the Navy through the end of World War I and into 1919. Her name was struck from the Navy list on 17 May 1919, and she was sold to Mr. Arthur Palmer of Quincy, Mass., on 28 August 1919.

Alpine

A county in eastern California.

(APA-92: dp. 11,760; l. 492'; b. 69'6"; dr. 26'6"; s. 18.4 k.; cpl. 478; a. 2 5", 4 40mm.; cl. *Bayfield*; T. C3-S-A2)

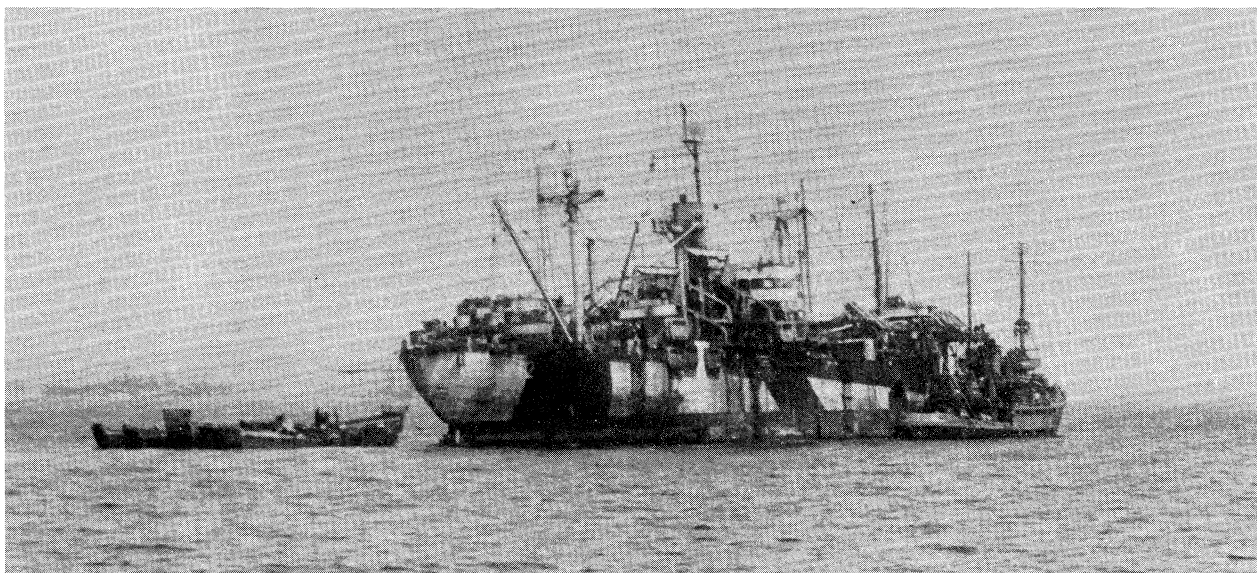
Alpine (APA-92) was laid down as *Sea Arrow* under a Maritime Commission contract (MC hull 281) on 12 April 1943 at Los Angeles, Calif., by the Western Pipe and Steel Co.; launched on 10 July 1943; sponsored by Mrs. Helen Marsh; acquired by the Navy on 30 September 1943; renamed *Alpine* on 30 August 1943 and simultaneously designated APA-92; and commissioned on 30 September at San Francisco, Calif., Capt. W. L. Taylor in command.

That same day, the command of *Alpine* was transferred to Comdr. Roger E. Perry. Manned by a civilian crew, she got underway on 2 October and steamed to Portland, Oreg., where she arrived on 4 October. Four days later, she was decommissioned at the Commercial Iron Works for conversion.

Upon completion of the yard work, *Alpine* was recommissioned on 22 April 1944, Comdr. George G. K. Reilly in command. She took ammunition, provisions, and supplies on board and left Portland on 7 May. While en route south, the ship held training exercises, and reached San Diego on 13 May, and continued shakedown in the San Diego area through 18 June.

The next day, *Alpine* left San Diego and arrived at Pearl Harbor on the 25th. Soon thereafter, she began unloading the personnel and equipment of the 77th Army Division. On the 28th, *Alpine* was attached to Transport Division 38. With 1,417 troops embarked, *Alpine* sailed on 30 June to support the seizure of Guam. Her first stop was Eniwetok, which she reached on 9 July. A week of debarkation exercises was followed by a few more days of replenishment of supplies. The ship at last set off for the Marianas on 17 July and began offloading her assault troops and equipment off the west coast of Guam on 21 July. For six days, the transport remained in the area providing support to her landing party on the beach. At 1544 on 27 July, she began her journey back via Eniwetok to Pearl Harbor. She reached Hawaii on 7 August and commenced voyage repairs.

Alpine's next assignment was to carry troops to support the invasion and occupation of Leyte. On 27 August, with 1,416 soldiers on board, the transport left Pearl Harbor for one week of amphibious training exercises off the island of Maui. She returned briefly to Pearl Harbor but got underway again on 15



Alpine (APA-92), 3 April 1945, undergoing repairs off Okinawa, after being hit by a kamikaze two days before. *Gear* (ARS-34) lies alongside to starboard. (80-G-311835)

September. *Alpine* made a three-day stop at Eniwetok for supplies and then continued on to Manus in company with Task Group (TG) 33.1. She arrived there on 3 October and began unloading troops to several smaller landing craft. On 14 October, *Alpine* got underway with TG 79.1 to Leyte with 791 troops embarked. Early in the morning of 20 October, she arrived in Leyte Gulf and, at 0830, commenced the debarkation of her troops. Throughout the day, she unloaded supplies and received casualties. On the 21st, despite intermittent air attack warnings, she finished offloading her troops. The transport left Leyte at 2000, bound for Hollandia, New Guinea.

Alpine stood into Humboldt Bay on 26 October and transferred casualties to a hospital at Hollandia. She took on board provisions and fuel and then got underway on 5 November for Biak in the Schouten Islands. There, the transport loaded the headquarters squadron of the 5th Army Air Force and, on 14 November, began the return voyage to Leyte Gulf.

At 0728 on 18 November, *Alpine* commenced debarking troops. She soon spotted an enemy aircraft, and the transport's gunners opened fire from a range of 3,000 yards. The plane banked to the right and was observed splashing off the starboard quarter. Later, a second Japanese plane approached; and *Alpine* again opened fire. The plane was hit forward of the tail assembly, which exploded and left a trail of black smoke as the plane commenced a bank to the left and went into a full power dive toward *Alpine's* bridge. At an altitude of 1,200 feet, the aircraft burst into flames but still crashed into the attack transport's port side. Two explosions produced a column of flame, and debris arose. Firefighting crews brought the flames under control in one-half hour. Five crew members were killed and 12 injured. *Alpine* finished unloading her troops and cargo, left the area at 1810, and retired to Manus.

The transport anchored in Seeadler Harbor on 24 November and underwent hull repairs necessitated by her battle damage. On 1 December, she shifted to Finschhafen, New Guinea, and embarked 1,512 Army troops and their equipment. *Alpine* then participated in tactical and antiaircraft gunnery exercises in Huon Gulf. She returned to Manus to replenish her supplies, then sailed on 31 December for the island of Luzon in company with TG 79.3.

The transport reached Lingayen Gulf on 9 January 1945. After unloading her troops and cargo, she left the area on the 11th. The transport arrived at Leyte on 15 January, where she took on elements of the 38th Infantry Division. On 26 January, *Alpine* got underway back toward Luzon. Following two days of amphibious training exercises, the transport anchored off Luzon on 29 January and began lowering her boats at 0615. The next day, she finished this landing and retired to Leyte. *Alpine* spent the next month providing logistical support to smaller craft present in San Pedro Bay. She also underwent a period of tender availability.

Alpine's next assignment was to support the invasion of Okinawa and Nansei Shoto. She loaded Army troops and got underway on 12 March to conduct a week of landing exercises off the southern coast of Samar. On 27 March, she sailed with TG 51.13 for Okinawa. On 1 April, *Alpine* began lowering her boats. At 1908, a Japanese plane approached *Alpine* from the port quarter. At 1910, she took a bomb hit on the starboard side of her main deck. The plane itself then hit the ship, causing fires in the number 2 and 3 holds. By 2200, the transport was listing seven degrees to port. Another ship came alongside and assisted *Alpine's* firefighting efforts; and, by 2300, the fires were under control. The crew then began their search for casualties and discovered that 16 men had been killed, and 19 were injured. On 2 April, *Gear* (ARS-34) came alongside to assist the ship's force in making repairs. *Alpine* left Okinawa on the 6th, bound for the United States via Saipan and Pearl Harbor. She reached the naval station at Seattle, Wash., on 30 April and entered drydock on 1 May for overhaul and repairs. Her patching was completed by 29 June, and *Alpine* got underway on 5 July for three weeks of refresher training off the west coast. From 21 to 25 July, *Alpine* loaded supplies and personnel at Oakland, Calif., for shipment to Okinawa. En route, she stopped at Pearl Harbor on 31 July and Eniwetok on 9 August. While steaming to Ulithi on 15 August, *Alpine* received the announcement that hostilities had ended. She reached Ulithi on 18 August and remained there through 3 September awaiting orders.

Alpine finally reported at Buckner Bay on 9 September. On 19 September, she was assigned to the 7th Amphibious Force, Pacific Fleet. On that day she sailed for the Philippines, where

she took on troops scheduled to help occupy Korea. The transport got underway from San Pedro Bay on 10 October with units of the 6th Infantry Division embarked. She anchored at Jinsen, Korea, on 16 October and debarked her passengers. *Alpine* again got underway on 24 October and headed for various ports in China to load American forces for passage home. After brief stops at Taku, Weihaiwei, and Tsingtao, China, *Alpine* set out for the long journey back to the west coast. The transport reached San Diego on 19 November; then underwent a fortnight of voyage repairs. On 5 December, she returned to the western Pacific. *Alpine* steamed to Nagoya, Japan, arriving on 26 December. There, she embarked 1,915 Army troops, reversed her course, and steamed back to the United States. She arrived at Tacoma, Wash., on 14 January 1946 and, 12 days later, began a voyage, via the Panama Canal, to Norfolk, Va. She transited the canal on 13 February and arrived at Norfolk on 20 February. *Alpine* was decommissioned at Norfolk on 5 April 1946, and her name was struck from the Navy list on 1 May.

Alpine was awarded five battle stars for World War II service.

Alsea

The name of a tribe of Indians in Oregon

(AT-97: dp. 1,675 (f); l. 205'0"; b. 38'6"; dr. 15'4"; s. 16.5 k (tl.); cpl. 85; a. 1 3", 2 40mm; cl. *Abnaki*)

Alsea (AT-97) was laid down on 29 November 1942 at Charleston, S.C., by the Charleston Shipbuilding & Drydock Co.; launched on 22 May 1943; sponsored by Mrs. Grace Wynn; and commissioned on 13 December 1943, Lt. Cecil Cuthbert in command.

The tug completed shakedown training in Chesapeake Bay early in January 1944 and began antisubmarine warfare training at Casco Bay, Maine. In February she entered Boston for repairs and more training. The tug moved to New York on the night of 3 March and remained there until getting underway on 26 March with a convoy of tugs towing 36 vehicle-transport barges to Great Britain in preparation for the invasion of France. After a stormy voyage, during which the convoy was attacked by a U-boat which was driven off by escort ships, *Alsea* and her tow reached Falmouth, England on 19 April. *Alsea* visited Milford Haven in Wales and Belfast in Northern Ireland. She returned to Norfolk on 11 May. On 15 May she was redesignated ATF-97.

Alsea departed Norfolk on 5 June for the British West Indies. She arrived at Trinidad on 18 June and reported for duty with the Commander, Caribbean Sea Frontier. For almost a year, the tug operated in the vicinity of the Gulf of Paria towing targets and providing general support services for newly commissioned warships conducting initial training. She concluded that assignment in May 1945 and, after two weeks of duty at Guantanamo Bay, headed for Tampa, Fla., where she picked up a tow. After dropping her charge off at Charleston, she arrived at Norfolk on 21 June for an overhaul. On 4 August, she departed Norfolk for Bahia, Brazil, to pick up a floating drydock. *Alsea* arrived at Bahia three days after V-J Day; instead of taking the drydock to the Pacific as originally planned, she towed YFD-27 to Trinidad.

Following the war, the tug served with the Atlantic Fleet for nearly a decade. During that period, she operated along the Atlantic seaboard and in the Gulf of Mexico and the Caribbean. She made tows, delivered mail, towed targets, and performed other general duties. *Alsea* was placed out of commission at Norfolk on 15 April 1955 and was berthed with the Maritime Administration's James River (Va.) Group, National Defense Reserve Fleet. Though her name was struck from the Navy list on 1 September 1962, the tug remained at the James River facility until the fall of 1975, when she was sold for scrapping.

Alsek, West, see *West Alsek* (Id. No. 3119)

Alshain

A star in the constellation Aquila

(AKA-55: dp. 14,200; l. 459'2"; b. 63'; dr. 26'4"; s. 16.5 k.; cpl. 392; a. 1 5", 4 40mm., 18 20mm; cl. *Andromeda*; T C2-S-B1)



Alsea (ATF-97), 28 June 1954, amidst Arctic ice floes during Operation "Skyhook II." (80-G-664425)

Alshain (AKA-55) was laid down on 29 October 1943 under a Maritime Commission contract (MC hull 209) at Kearny, N.J., by the Federal Shipbuilding & Drydock Co.; launched on 26 January 1944; sponsored by Mrs. J. H. King; acquired by the Navy on 31 March 1944; and placed in commission at Brooklyn, N.Y., on 1 April 1944, Comdr. Roland E. Krause in command.

After fitting out at the New York Navy Yard, the new attack cargo ship got underway for shakedown training in the Chesapeake Bay. She entered the Norfolk Navy Yard for an availability on 27 April, took on cargo early in May, and sailed for the Hawaiian Islands on the 13th. *Alshain* transited the Panama Canal, joined the Pacific Fleet, and arrived at Pearl Harbor on 2 June. There, she reported for duty to Commander, Amphibious Forces, Pacific Fleet. The ship was ordered to return to San Diego to serve as an amphibious training ship, and she set a course for the west coast of the United States.

Alshain reached San Diego on 20 June but was ordered to replenish fuel and provisions and return to Hawaii. Upon her arrival at Pearl Harbor on the 28th, she was assigned to temporary Transport Division (TransDiv) 38 and began loading combat cargo and Army personnel scheduled to participate in the invasion of Guam. On 1 July, the vessel set sail for Eniwetok to join Task Force 51 as a part of the Southern Transport Group. The combined forces sortied from that atoll on 17 July and arrived off Agat Beach, Guam, on the 21st.

Landing operations began early that morning. *Alshain* had difficulty unloading her cargo due to a shortage of boats and congestion on the beach itself. She finally completed the process

on 3 August and retired toward Eniwetok. The ship then sailed independently to Pearl Harbor where she embarked more Army troops and loaded their equipment before getting underway on 27 August for amphibious landing rehearsals at Lahaina Roads, Maui. On 15 September, *Alshain* sailed with Task Group (TG) 33.1 for Eniwetok and a planned invasion of Yap. However, the attack on Yap was later canceled, and Leyte, Philippines, was substituted as an objective. The cargo vessel departed Eniwetok on 26 September, bound for Manus, Admiralty Islands, the forward staging area for the assault on Leyte.

Alshain reached that port on 3 October and made final preparations for the invasion of the Philippines. On 14 October, she sortied with TG 79.1 which entered Leyte Gulf on the 20th. *Alshain* anchored in the transport area off Dulag, Leyte, and began lowering her boats at 0730. Despite enemy air harassment, the unloading proceeded so smoothly that the ship completed her work on the 23d and headed back to Seeadler Harbor, Manus.

Getting underway again on 7 November, *Alshain* proceeded to Hollandia, New Guinea, to take on the personnel and material of the Army Air Service Command. She then rendezvoused with other ships off Biak, Schouten Islands, to form Task Unit (TU) 79.15.4, which proceeded to Leyte Gulf to reinforce Allied forces in the Philippines.

The task unit arrived in the waters off Tanauan, Leyte, on the 118th and underwent a Japanese air attack that morning. *Alshain* joined the others in firing on the enemy intruders. One "Zeke" approached the cargo ship and dived from directly astern in what seemed to be a strafing or dive bombing attack. However,

intense antiaircraft fire caused the plane to burst into flames, and it splashed close aboard *Alpine* (APA-92), anchored 800 yards away. The next day, *Alshain* left Tanauan to return to Seeadler Harbor.

On 28 November, the cargo ship sailed for Finschhafen, New Guinea; paused there on the 29th; and then pressed on to Bougainville, Solomon Islands, arriving in Empress Augusta Bay on 1 December. She embarked members of the 37th Infantry Division and got underway on the 16th for training exercises in Huon Gulf, New Guinea. *Alshain* finished the exercises and returned to Manus on the 21st. On the last day of 1944, she sortied with TG 79.1 for the assault on Luzon, Philippines.

The ships passed through Surigao Strait, the Mindanao and Sulu Seas, and entered the South China Sea on 8 January 1945. On that day, when a small group of enemy planes attacked the transports, *Alshain* helped to fight off the attack. She continued on toward Luzon, entered the Lingayen Gulf on the 9th, and unloaded her cargo. The ship then returned to Leyte to embark personnel for landings to be conducted in the San Felipe-San Narciso area of Luzon.

The vessel sailed on 26 January to waters off Luzon, disembarked her passengers on the 29th, and returned to Leyte Gulf on 1 February. During the next two months, the cargo ship remained in Philippine waters replenishing supplies, assisting in unloading merchant ships, and carrying out training exercises in preparation for the invasion of Okinawa. She left the Philippines on 27 March with Task Unit (TU) 51.13.1 and arrived off Okinawa on 1 April.

The Japanese struck back with numerous air attacks against Allied shipping in an attempt to ward off the assault. On 1 April, a kamikaze crashed into *Alpine* which was anchored some 400 yards away. *Alshain* rescued a badly burned soldier who had been blown off *Alpine's* deck by the crash. The attack cargo ship completed her unloading on the 5th, withdrew from the area, and headed for Apra Harbor, Guam. She then proceeded via Pearl Harbor to Seattle, Wash., where she entered the Lake Washington Shipyard, Houghton, Wash., on 2 May for an availability.

After the completion of the yard period on the 18th, the ship took on cargo at Tacoma, Wash., and proceeded to San Francisco. During this run, trouble developed with the superheater tubes in the boilers. *Alshain* entered the Bethlehem Steel Co. repair yard at San Francisco on 2 June for two weeks of repair work. On the 16th, the ship set a course for Eniwetok and spent a fortnight in port there in early July before getting underway for Guam.

Alshain reached Apra Harbor on 18 July and discharged a portion of her provisions. Her next destination was Tulagi, Solomon Islands, where she paused on 10 August to take on supplies. The vessel reached Noumea, New Caledonia, on the 14th. Here, she received word of Japan's capitulation.

After the end of the war, *Alshain* continued her role as a cargo supply ship. Among the islands she served during the next three months were Eniwetok, Guam, and Okinawa. The ship reached Pearl Harbor on 3 December and discharged her cargo. On the 16th, she got underway for Seattle, Wash. On that same day, the ship also detached from Amphibious Forces, Pacific Fleet. *Alshain* reached Seattle on 23 December and prepared to enter the Puget Sound Naval Shipyard for an extended availability.

In May 1946, the ship was assigned to the Naval Transport Service and resumed her cargo supply runs to various points in the Pacific. She left San Francisco on 7 June for a cruise via Pearl Harbor to Okinawa and Sasebo, Japan. She departed Japanese waters on 7 August bound for the east coast of the United States. The vessel transited the Panama Canal on 2 September and reached Norfolk on the 8th. She remained there for a month and then made a brief trip to Davisville, R.I. After touching back at Norfolk, *Alshain* continued on south to transit the Panama Canal on 21 October and reached Terminal Island, Calif., on the 30th.

Alshain commenced another tour of Far Eastern ports on 22 November. Among her ports of call were Guam; Pearl Harbor; Yokosuka, Japan; Tsingtao and Shanghai, China; Okinawa; and Subic Bay and Samar, Philippines. *Alshain* arrived back in San Francisco on 7 August 1947 and spent five months there, interrupted only briefly late in November by a run to San Diego. On 2 January 1948, the vessel began a series of trips carrying supplies

and equipment to Guam from San Francisco. Four were completed between January and August 1948.

After a period of yard work at the Puget Sound Naval Shipyard in October and November, *Alshain* got underway for the western Pacific. During this trip, she carried several tons of ammunition to Chinese Nationalist forces on Formosa; delivered supplies at Subic Bay and Yokohama, Japan; visited the ports of Shanghai and Tsingtao on the Chinese mainland; and touched at Guam before reporting back to San Francisco on 7 March 1949.

Alshain operated along the west coast from March through July. On 21 July, the ship set out from San Francisco, bound via Pearl Harbor for Guam, where she arrived on 7 August. During her stay at that island, the cargo ship became a part of the newly formed Military Sea Transportation Service. She left Guam on 15 September, transited the Panama Canal on 9 October, and arrived off Onslow Beach, N.C., on the 15th. Two weeks later, the vessel moved to the Hampton roads area but sailed for Caribbean waters on 10 November, and touched at Port-au-Prince, Haiti, four days later. After paying one more call at Norfolk, *Alshain* transited the Panama Canal on 15 December, reached San Francisco on 30 December, and closed the year there in upkeep.

Alshain set sail for Guam on 26 January 1950. She arrived back at San Diego on 27 March. After operations along the California coast, the cargo ship shaped a course for Japan on 26 April. She visited Yokosuka and Yokohama in May and touched at Naha, Okinawa, and Guam before pulling back into port at San Francisco on 26 June.

The outbreak of war in Korea caused *Alshain* to depart San Diego on 14 July with elements of the 1st Provisional Marine Brigade embarked for transportation to Korea. The ship sailed with TG 53.7 from Yokosuka to Pusan, Korea, where she arrived on 2 August. Upon completion of debarking operations, the cargo vessel reached Yokosuka on the 7th. The ship then passed under the control of Amphibious Group 1, was fitted out to receive special boats for amphibious operations, and conducted training exercises late in August in Chigasaki Bay off Honshu, Japan.

Alshain reported to Kobe, Japan, on 2 September to take on equipment, supplies, and personnel of the 1st Marine Division. On the 11th, she got underway for the invasion of Inchon, Korea. The vessel entered the transport area off Inchon on 15 September and began unloading operations which continued until the 21st. Touching at Kobe on the 24th, *Alshain* embarked supplies and equipment of the 1st Marine Division and Marine Air Group 33 and moved to Sasebo, Japan, on 9 October to top off her fuel tanks before getting underway later that same day for Inchon.

On 11 October, *Alshain* reached the Inchon area and loaded equipment and supplies for an upcoming amphibious operation. She departed Inchon on the 17th with TG 90.2, bound for Wonsan, Korea. However, clearance of mines delayed the start of the assault on Wonsan; and the task group was forced to retire along its approach route and wait. In the interim, South Korean forces moving north captured Wonsan and obviated the need for an assault landing. Thus when *Alshain* returned on the 26th to unload cargo and disembark troops, no enemy harassed her cargo operations, and she completed the mission on the 31st.

Alshain retraced her course to Japan and arrived at Moji on the island of Kyushu on 2 November. There, she began embarking troops of the 3d Infantry Division for transportation to Wonsan. The ship arrived in the Wonsan area on 14 November and, by the 17th, had completed discharging her passengers. She then paused briefly at Yokohama for a four-day availability period before setting out for the west coast of the United States on 25 November. The vessel reached San Francisco on 11 December.

After three months of local operations and upkeep, *Alshain* left California on 16 March 1951, bound for the east coast. She navigated the Panama Canal on 1 April and continued on to Norfolk, where she arrived on the 15th. The ship left the Military Sea Transportation Service on 30 April to become a member of Amphibious Forces, Atlantic Fleet, and was assigned to TransDiv 23. She was involved in a series of local operations and training exercises at Onslow Beach, N.C., through 4 August when she got underway for her first Mediterranean cruise. The ship replenished ships of the 6th Fleet at Golfe Juan, France, from 17 to 25 August. She then proceeded to Port Lyautey, Morocco, and replenished naval shore activities located there. Early September found *Alshain* back in her new home port, Norfolk.

Her next mission sent the cargo ship to Morehead City, N.C., to take on marines for participation in LantFlex 52 off Vieques Island, Puerto Rico. *Alshain* arrived at Vieques on 1 October. During the cruise, she also made port calls at Bridgetown, Barbados, and Port of Spain, Trinidad. The ship left the Caribbean on 5 November, took part in an amphibious landing exercise on Onslow Beach on the 13th, and arrived back in Norfolk on the 18th.

In early January 1952, *Alshain* commenced her second Mediterranean tour. Her first stop was Naples, Italy, on 24 January. She then made a short trip to Suda Bay, Crete, and returned to Naples on 9 February. From 25 February through 16 March, the ship took part in Operation "Grand Slam," held in conjunction with naval units of NATO allies. She later made port calls at Porto Scudo and Palermo, Sicily; Iraklion, Crete; Phaleron Bay, Greece; Beirut, Lebanon; and Cannes, France.

Returning from her Mediterranean cruise to Norfolk on 24 May, *Alshain* engaged in various exercises off the eastern seaboard and in Puerto Rican waters. A visit to New York City during the Fourth of July holiday period highlighted the ship's summer. After a three-week layover in the Norfolk area during the Christmas holidays, *Alshain* got underway on 4 January 1953 for amphibious landing exercises at Vieques. In late January, she headed north and entered the Boston Naval Shipyard on 1 February for availability.

Alshain resumed operations on 18 April and headed down the east coast toward the Caribbean for refresher training at Guantanamo Bay, Cuba, which lasted from 10 until 29 May. During this period, the cargo vessel was involved in two minor collisions: one with *Mount Olympus* (AGC-8) on 13 May and the other a few days later with *Niobara* (AO-72). These necessitated a restricted availability for the cargo ship for repairs from 23 June through 3 July at the Maryland Drydock Co., Baltimore, Md.

Upon completion of the yard work, *Alshain* began operations along the east coast. In late September, she transported marines from Morehead City to Vieques Island for amphibious training exercises. She returned to home port on 3 October and closed the year in an upkeep status. The cargo ship moved to Boston in late January 1953 for a period of repairs and alterations which lasted through mid-April.

Alshain sailed for the Caribbean from Norfolk on 6 May. She visited Guantanamo Bay and Port-au-Prince before reversing course back to Norfolk. The ship operated in the Norfolk area through 8 August, when she got underway for a cruise to Yokohama with a cargo of ammunition, air base equipment, and personnel of Marine Air Group 11. She touched en route at Port Everglades, Fla.; transited the Panama Canal on 15 August; visited San Diego for two days in late August; and finally reached Yokohama on 10 September.

The cargo ship discharged her passengers and their equipment in Japan and got underway for her return trip on the 16th. Brief layovers at San Francisco, Calif., and Balboa, Canal Zone, preceded her arrival in Norfolk on 22 October. The ship then entered an extended tender availability. She began the year 1954 with a trip to the Caribbean for TRAEX 2-54 at Vieques Island. On 19 January, *Alshain* touched at Port Everglades and took on board elements of Marine Air Group 32. After debarking the troops at Morehead City, the cargo ship returned to Norfolk on the 28th.

For the duration of 1954, *Alshain* was engaged in a series of short training cruises. In mid-February, she made a round-trip voyage to San Juan and Vieques, Puerto Rico, for landing operations and, upon her return, entered the Norfolk Naval Shipyard for an availability. She then operated in the area of Norfolk and Little Creek, Va., the Chesapeake Bay, and Onslow Beach and Morehead City, N.C. The ship was involved in LANTFLEX 1-55 in November off Onslow Beach.

Alshain began her last year of active duty, 1955, by picking up elements of the Fleet Marine Force at Morehead City. On 7 January 1955, she left the east coast en route to the Mediterranean. *Alshain* touched at Mers-el-Kebir, Algeria, on the 20th. She was then involved in amphibious operations in the Gulf of Arzew off Algeria. The ship continued on to visit Genoa and Naples, Italy; Istanbul, Turkey; Athens and Phaleron Bay, Greece; Suda Bay, Crete; Cannes and Marseilles, France; Porto Scudo, Sardinia; and Barcelona, Spain. *Alshain* left Barcelona on 14 May and shaped a course back to the United States. Upon

her arrival at Norfolk on the 28th, the ship began a period of leave and upkeep.

Alshain got underway in late June for Philadelphia. She entered the Philadelphia Naval Shipyard on 1 July to undergo preactivation overhaul. The work was completed in early October, and the vessel proceeded to Orange, Tex., where she was placed in a reserve status on 12 October 1955. The ship was decommissioned on 14 January 1956. Her name was struck from the Navy list on 1 July 1960. She was transferred to the Maritime Administration and laid up at Beaumont, Tex.

Alshain won five battle stars for her World War II service.

Alstede

A minor planet or asteroid

(AF-48: dp. 15,500 (f.); l. 459'2"; b. 63'0"; dr. 28'0"; s. 16 0 k.; cpl 292; cl *Alstede*; T. R2-S-BV1)

Ocean Chief was laid down on 30 September 1944 at Oakland, Calif., by the Moore Drydock Co. under a Maritime Commission contract (MC hull 1206); launched on 28 November 1944; sponsored by Mrs. Anton Wille; and delivered to the War Shipping Administration on 4 May 1945. She was operated by the United Fruit Co. under a contract with the War Shipping Administration for almost exactly one year. Acquired by the Navy on 10 May 1946, she was renamed *Alstede*; designated a store ship AF-48; and commissioned at the Mare Island Naval Shipyard on 17 May 1946, Comdr. Alexander Kusebach, USNR, in command.

Alstede completed trials and moored at the Naval Supply Depot, Oakland, Calif., to take on supplies destined for American servicemen participating in the postwar occupation of the islands of the Central Pacific. For over four years, the store ship made the circuit from the west coast through the Marshall Islands to the Mariana Islands and back home to the United States. During those voyages, she most frequently visited Kwajalein and Eniwetok in the Marshalls and Guam and Saipan in the Marianas. On the outbound and return legs of those voyages, the ship made calls at Pearl Harbor in Hawaii and frequently stopped at lonely Wake Island. Points of departure and return in the United States included San Diego, Long Beach, Oakland, San Francisco, Bremerton, and Seattle.

Even the outbreak of hostilities in Korea in June of 1950 did not at first interrupt her routine. While other American forces rushed to the aid of hard-pressed South Korea, *Alstede* played no role in the conflict until the end of the year. Initially, that participation consisted only of a single, round-trip voyage to Sasebo, Japan—to deliver stores to that forward base—and back to the west coast. The last month of 1950 and the first of 1951 brought another circuit through the Marshalls and the Marianas before *Alstede* began to concentrate more heavily on supporting the struggle of the United Nations to stem the tide of North Korean aggression and to counter communist Chinese intervention on the side of that aggression. During the second month of 1951, the store ship began round-trip voyages between the west coast and ports in Japan—notably Yokosuka and Sasebo—to the exclusion of her former Central Pacific ports of call. She made three such voyages in the spring of 1951 before entering the Puget Sound Naval Shipyard for regular overhaul on 27 July 1951. When the ship emerged from the extended repair period on 8 November, she conducted local operations for a short period and then loaded cargo at Oakland. On 8 December, *Alstede* put to sea bound once more for the western Pacific.

The advent of 1952 heralded an even closer involvement in the Korean War. *Alstede* arrived in Sasebo on 18 January 1952 and remained there about three weeks. On 11 February, the ship put to sea for a replenishment rendezvous off Wonsan harbor with units of the 7th Fleet. During the ensuing seven months, the store ship shuttled back and forth between Japan and the American warships operating along the coast of Korea. On three occasions, *Alstede* entered port at Pusan, Korea, though each time she remained in the harbor but a few hours. The ship returned to Japan from her final replenishment mission of the year on 23 September and visited Sasebo until 2 October then moved to Yokosuka where she remained from 4 to 28 October. Returning to Sasebo on the last day of the month, she spent

a week at that port before getting underway for home on 6 November. She arrived back in Oakland, Calif., on 21 November.

However, her stay in the United States lasted only a month. On 21 December, *Alstede* returned to sea for another round-trip voyage to Japan. She visited Yokosuka between 6 and 8 January 1953, stopped at Sasebo from the 10th to the 16th, and returned to Yokosuka for three days before heading back to the United States on the 21st. The ship arrived back at Oakland on 4 February and, for the next month, called at several ports on the California coast before standing out of Oakland on 14 March, bound once more for the Far East. She pulled into Sasebo on 1 April and remained there for almost three weeks. On the 19th, the vessel put to sea to rendezvous with 7th Fleet warships operating off the Korean coast. After transferring stores at sea, she returned to Sasebo on 23 April. For the next three months, *Alstede* plied back and forth between Japanese ports and the combat zone off the Korean coast to replenish the men-of-war supporting United Nations' troops engaged in the struggle in Korea. At the end of July, she voyaged south from Japan to Taiwan and operated from 3 to 6 August with units of the Taiwan Strait Patrol. From there, the store ship returned north to the southeastern coast of Korea and spent five days—10 to 15 August—near Kojé Do, the island where communist prisoners of war were confined. She arrived back in Sasebo on the 15th, visited there and at Yokosuka, and departed the latter port on 26 August. *Alstede* reached Oakland on 7 September and entered the Mare Island Naval Shipyard on the 11th for her regular overhaul.

She completed overhaul on 18 November and then spent the following four weeks engaged in post-overhaul trials and refresher training. Concluding those evolutions on 14 December, the store ship moored at Treasure Island, Calif., for the holidays. Underway again on 11 January 1954, the ship moved to Oakland to load supplies in preparation for another tour of duty in the Far East. She put to sea for that deployment on 15 January and arrived in Sasebo on 5 February. She made one replenishment rendezvous with 7th Fleet units off the Korean coast in mid-February and—after a return visit to Sasebo—sailed south on the 21st. The ship called at Manila in the Philippine Islands from 25 February to 1 March and put in at Takao, Taiwan, for a few hours on 6 March before setting course for Japan. She entered port at Yokosuka on 11 March to begin a month's stay before getting underway on 10 April for another swing to the south. That circuit brought visits to Subic Bay in the Philippines, Keelung, Taiwan, and Manila. During her return north, *Alstede* made a replenishment rendezvous off the Korean coast before reaching Sasebo on 1 May. After a bit more than a month at Sasebo, the store ship got underway again on 3 June, paid a four-day call at Yokosuka on 9 June, and headed for home.

Since her return to the United States on 22 June coincided with a reassignment to the Atlantic Fleet, she remained at Oakland only eight days before sailing for Norfolk, Va. En route, the store ship stopped at San Diego from 2 to 4 July, arrived at Balboa in the Canal Zone on 12 July, and transited the Panama Canal on the 14th. *Alstede* moored at her new home port, Norfolk, on 19 July. Over the ensuing three months, the ship engaged in maneuvers and other evolutions in and out of Norfolk. On 11 October, she began taking on supplies in preparation for her first tour of duty with the 6th Fleet in the Mediterranean Sea and, 11 days later passed between Capes Charles and Henry to begin her first Atlantic crossing. The ship entered the "middle sea" around the end of the month and made her first port call—at Naples, Italy—on 4 and 5 November. Visits to Salonika, Greece, and Valencia, Spain, punctuated her replenishment missions with elements of the 6th Fleet. *Alstede* made a return call at Naples from 4 to 7 December before setting a course for home. She concluded her first Mediterranean deployment upon arrival back at Norfolk on 23 December.

Holiday routine and post-deployment leave and upkeep occupied the remainder of 1954 and the first two weeks of 1955. After unloading supplies at the Norfolk Naval Supply Center and ammunition at the Naval Ammunition Depot, Earle, N.J., *Alstede* entered the Bethlehem Steel yard at Staten Island, N.Y., on 21 January for a regularly scheduled overhaul. She left the yard on 22 March and, after taking on ammunition at Earle, returned to Norfolk on the 24th. The ship spent just over three weeks at the Norfolk Naval Shipyard before getting underway on 15 April for post-overhaul refresher training in the vicinity of Newport, R.I. She again moored at Norfolk on 6 May but remained there only

eight days before putting to sea on the 14th. *Alstede* steamed north to the waters near Argentina, Newfoundland. There, she joined *Mazama* (AE-9) and *Haynsworth* (DD-700) in testing underway replenishment equipment. The store ship arrived back in Norfolk on 29 May and began preparations to deploy to the Mediterranean once again.

Alstede exited the Chesapeake Bay on 17 June. After 10 days in the Atlantic the ship transited the Strait of Gibraltar on 27 June and joined the 6th Fleet. For the next two months, she varied underway replenishment missions with visits to such ports as Golfe Juan, France; Barcelona and Valencia, Spain; Phaleron Bay, Greece; and Naples, Italy. The store ship departed the latter port on 28 August on her way back to the United States. She arrived back in Norfolk on 10 September and began a month in port after the cruise to the Mediterranean. On 16 October, she put to sea once more and shaped a course northward. For several days, *Alstede* participated in antisubmarine warfare exercises in Block Island Sound. She returned to Norfolk on 21 October to undergo repairs at the Norfolk Naval Shipyard. Back at sea on 9 November, the store ship embarked upon a 19-day cruise to the West Indies. During that mission, she tested underway replenishment equipment and made port calls at San Juan, Puerto Rico, and at Guantanamo Bay, Cuba. The vessel arrived back in Norfolk on 28 November and, two weeks later, entered the shipyard of the Norfolk Shipbuilding & Drydock Co. for a month of repairs.

She emerged from the shipyard on 6 January 1956 and headed for the Naval Supply Center, Norfolk, to take on supplies. *Alstede* operated out of Norfolk for the next two months. On 7 March, she got underway to return to the Mediterranean. After passing through the Strait of Gibraltar on 20 March, the store ship replenished units of the 6th Fleet over the next month and made visits to Cannes, France; Naples, Italy; Cagliari, Sardinia; Tangier, French Morocco; and at the Spanish ports of Barcelona and Valencia. She departed Barcelona on 23 April and shaped a course back to the United States. The ship arrived back in Norfolk on 5 May and began repairs to her hull which had been damaged in a collision while provisioning *Croaker* (SSK-246) in Cannes on 23 March. The repair period lasted until late August, and 18 days of local operations followed. On 14 September, she headed back to the Mediterranean.

At that point, the pattern for the remainder of *Alstede's* career was established. For the next 13 years, the stores ship deployed to the Mediterranean Sea two or three times a year to resupply units of the 6th Fleet operating there. When not assigned to that fleet, she engaged in diverse occupations. The ship participated in 2d Fleet training exercises along the Atlantic coast and in the West Indies as well as conducting independent ship's drills. She entered shipyards periodically to undergo her normal overhauls. Of special note, the late spring of 1965 brought *Alstede* the award of the Armed Forces Expeditionary Medal when she provided logistics support for the Navy ships which constituted a portion of the Organization of American States' peacekeeping force sent to the Dominican Republic to mediate the civil strife that had broken out between supporters of the ousted president, Juan Bosch, and forces of the ruling, three-man junta that had supplanted him. Her schedule of Mediterranean resupply missions alternated with 2d Fleet operations and repair periods came to an end on 31 October 1969 when she was decommissioned. Her name was struck from the Navy list that same day. Berthed at the Naval Inactive Ship Facility, Norfolk, Va., for non-industrial stripping she was sold to N. W. Kennedy, Ltd., of Vancouver, Canada, on 2 June 1970 for scrapping.

Alstede earned four battle stars during the Korean conflict.

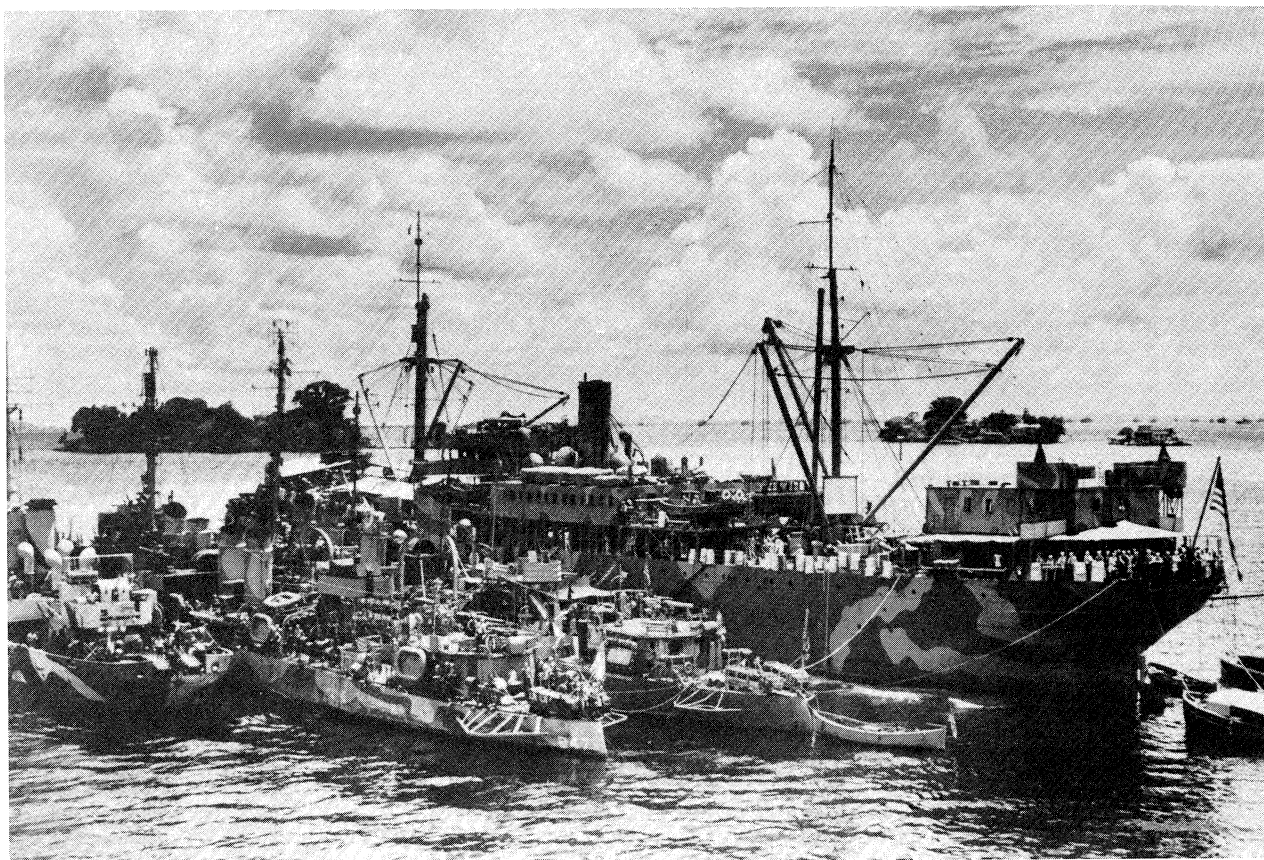
Altair

A first magnitude star in the constellation Aquila, in the northern Milky Way.

I

(AD-11: dp 13,925 (f.); l. 423°9'; b. 54°0'; dr. 27°24"; s. 10.5 k.; cpl 481; a. 4 5", 2 3" (authorized at time of commissioning but not installed); cl. *Altair*)

The first *Altair* (AD-11) was laid down as the steel-hulled, single-screw freighter *Edisto*, under a United States Shipping



Altair (AD-11), in what appears to be Measure 12 (modified) camouflage, moored at Port of Spain, Trinidad, 1 October 1942, tending *Spry* (PG-64), *Bainbridge* (DD-246) and *Goff* (DD-247), and the Dutch minelayer/patrol vessel *Jan Van Brakel*. (80-G-31669)

Board (USSB) contract on 18 December 1918 at Seattle, Wash., by the Skinner and Eddy Corp. Launched on 10 May 1919, *Edisto* came under naval scrutiny in the 13th Naval District, being given the identification number (Id. No.) 4156 and initially earmarked for potential service as a collier. After a brief period of operation by the USSB, *Edisto* was transferred to the Navy by executive order on 29 October 1921 and renamed *Altair* on 2 November 1921. Classified as a destroyer tender, AD-11, the ship was delivered to the Navy on 5 December 1921 and commissioned at the New York Navy Yard the following day, 6 December 1921, Comdr. James H. Comfort in command.

Converted to a destroyer tender at the New York Navy Yard, and equipped with surplus and salvaged machine tools and shop equipment selected from dismantled Navy and Army war plants in the demobilization after World War I, *Altair* underwent her metamorphosis in nine months and then fitted out at her conversion yard into late November, 1922. She then proceeded to the west coast of the United States via Newport, R.I.; Hampton Roads and the Panama Canal Zone, reaching San Diego, on 17 December 1922. She was assigned to Destroyer Squadron 12, Destroyer Squadrons, Battle Fleet—a unit of 19 destroyers (one “leader” and three six-ship divisions) operating at that time with 84% complements as part of the “rotating reserve.”

From 1922 to 1939, *Altair* followed her charges and provided support services wherever required—jobs which varied from simple repairs to reblading turbines. During this time, to have her own capabilities maintained, she underwent yearly upkeep at the Mare Island Navy Yard. As an example of her following the fleet to ply her vital trade, in 1925, *Altair* supported her assigned destroyers in Hawaiian waters during joint Army-Navy maneuvers designed to test the defenses of that Pacific base, and that summer and autumn, when the United States Fleet carried out its Australasian cruise, *Altair* visited Tutuila, Samoa; Port

Phillips, Australia and Littleton, New Zealand, during the course of her voyage.

In 1926, the Nicaraguan civil war prompted the dispatch of a sailors and marines from ships of the Special Service Squadron and, later, from other ships in the fleet, to protect the lives of Americans and their property from the clashes of warring factions. However, “as the danger points moved inland,” the Secretary of the Navy’s report for 1928 states, “it became advisable to use marines for this duty.” Accordingly, a marine expeditionary force, some 3,000-men strong, was dispatched to Nicaragua early in 1927. *Altair* participated in this troop lift, when she and the destroyer tender *Melville* (AD-2) transported Marine Observation Squadron 1 and a rifle company from San Diego to Corinto, a port on the west coast of Nicaragua, reaching their destination 16 February 1927. The destroyer tender then resumed her operations providing services to the destroyers of Squadron 12, accompanying them to Narragansett Bay for tactical exercises before ultimately returning once more to San Diego.

When World War II broke out in Europe in the autumn of 1939, *Altair* was tending Destroyer Squadrons 4 and 6, of Destroyer Flotilla 2, Battle Force, still based on San Diego. In March 1940, however, to service the destroyers of the Hawaiian Detachment sent to Pearl Harbor in December of the previous year, *Altair* was shifted to “Pearl.” En route to her new duty station she served as plane guard for Navy Consolidated PBY “Catalina” flying boats being ferried to Oahu, arriving at Pearl Harbor on 16 April 1940. She tended destroyers there through the end of the year 1940 and into 1941 as the fleet based permanently on Pearl Harbor following the conclusion of Fleet Problem XXI.

Overhauled at Mare Island Navy Yard from 6 April to 6 June 1941, *Altair* returned to Pearl Harbor on 26 June. For the next

three months the destroyer tender discharged her duty there until she departed Hawaiian waters on 30 September for the west coast. Pausing briefly at San Diego from 12 to 18 October, the ship pushed south, transited the Panama Canal on 2-3 November 1941, and arrived at her new duty station, Hamilton, Bermuda, on 11 November 1941, to provide support for destroyers operating on patrols in the North Atlantic.

After the Japanese surprise attack upon the Pacific Fleet at Pearl Harbor brought the United States into World War II, *Altair* maintained a routine of carrying out upkeep and repair work on Atlantic Fleet destroyers at Bermuda that continued into the summer of 1942. Underway for San Juan, Puerto Rico, on 3 July 1942, escorted by the destroyers *Bernadou* (DD-153) and *Cole* (DD-155), *Altair* arrived at her destination on the 6th, detaching the two destroyers and picking up another, *Hilary P. Jones* (DD-428), which escorted the tender of Trinidad, where she arrived on 11 July. Except for brief periods at Aruba and Curaçao, in the Dutch West Indies, in early September, *Altair* tended destroyers at Trinidad through mid-July 1943.

Following an availability at the Norfolk Navy Yard, *Altair* reported to Commander, Operational Training Command, Atlantic Fleet, on 21 August 1943 and soon resumed active tender operations at Bermuda, this time in support of the destroyer and destroyer escort shakedown group (Task Group 23.1) until shifted to Guantanamo Bay, Cuba, where she arrived on 11 March 1945. Providing tender services at "Gitmo" until 3 May 1945, *Altair* then proceeded back to the Norfolk Navy Yard to be prepared for service in the Pacific theater. While the ship proceeded on her voyage, Germany surrendered unconditionally and the European war came to an end.

Prepared for "distant service", *Altair* emerged from the Norfolk Navy Yard on 26 July and set course for the Pacific. Arriving in the Panama Canal Zone on 4 August, the ship remained there for the next eleven days while World War II in the Pacific, hastened to a conclusion by the explosion of two atomic bombs over Hiroshima and Nagasaki, came to an end. *Altair* sailed for Pearl Harbor on 15 August 1945.

Altair reached Pearl Harbor on 6 September 1945 and provided tender services to small ships and craft into the early

spring of 1946. She departed Hawaiian waters for the last time on 27 April 1946 and reached San Francisco on 8 May, slated for disposal within the 12th Naval District. Decommissioned at the Mare Island Naval Shipyard (formerly the Mare Island Navy Yard) on 21 June 1946, *Altair* was transferred to the Maritime Commission on 8 July 1946 and her name struck from the Naval Vessel Register on 21 July 1946. Laid up in the National Defense Reserve Fleet's Suisun Bay, Calif., berthing area, the ship remained there until sold on 9 March 1948 to the Basalt Rock Co., who subsequently removed her from government custody and scrapped her.

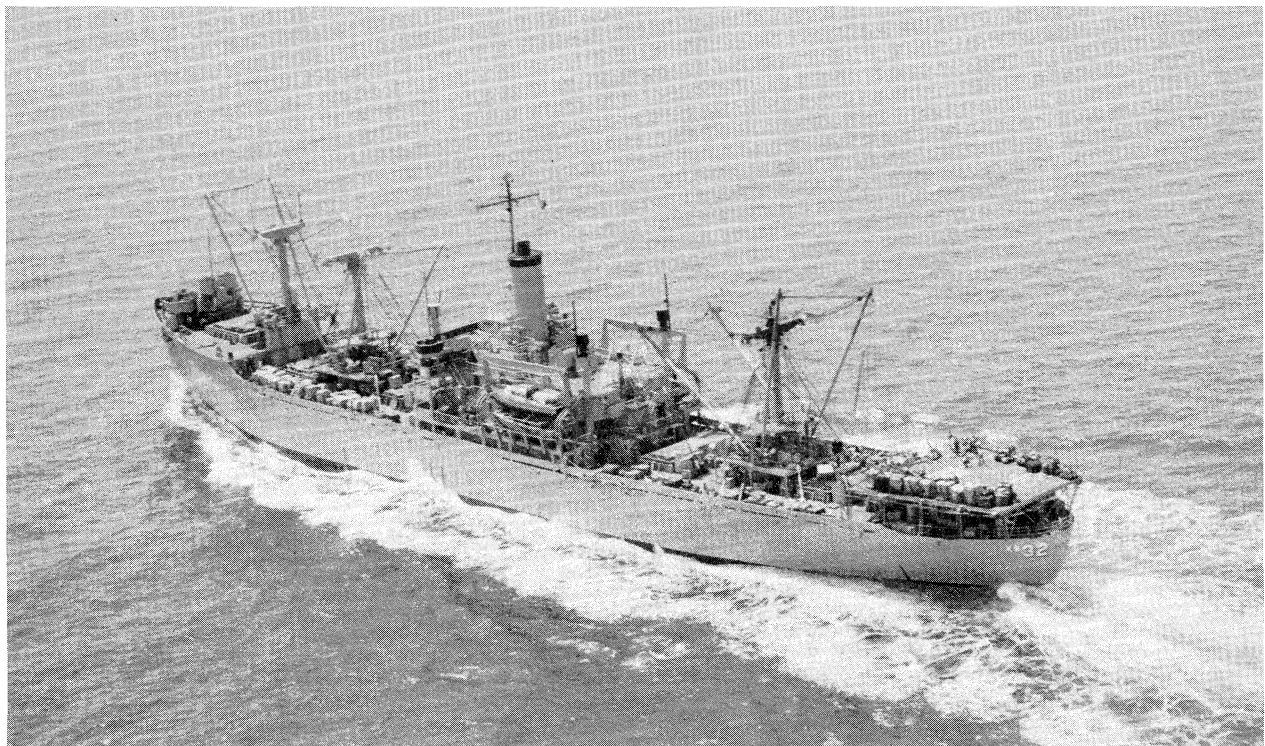
II

(AK-257; dp. 4,960; l. 255'3"; b. 62'; dr. 28'6"; s. 16.5 k.; cpl. 250; a. 4 40mm.; cl. *Greenville Victory*; T. VC2-S-AP3)

Aberdeen Victory was laid down under a Maritime Commission contract (MC hull 110) on 20 April 1944 at Portland, Oreg., by the Oregon Shipbuilding Corp.; launched on 30 May 1944; sponsored by Mrs. A. L. M. Wiggins; completed on 22 June 1944; and entered merchant service under contract with the Waterman Steamship Co., under whose flag she supported operations against Japan and took part in the conquest of Okinawa during May 1945. Following the end of the war, the freighter was assigned to the National Defense Reserve Fleet (NDRF) and laid up in the Suisun Bay (Calif.) berthing area.

Transferred to the Navy on 7 July 1951, a little over a year after communist forces invaded the Republic of Korea, the ship was renamed *Altair* on 26 July; classified as a cargo ship and designated AK-257; and commissioned at Baltimore, Md., on 31 January 1952, Comdr. George J. Largess in command.

Assigned to the Atlantic Fleet Service Force, *Altair* was initially based at Norfolk, and visited Annapolis (29 to 31 March) and Guantanamo Bay (26 May to 2 June) during the course of her shakedown. Soon thereafter, she commenced her first deployment to the Mediterranean to support the 6th Fleet, arriving at Gibraltar on 29 June 1952. *Altair* departed that port the following day, and sailed to Golfe Juan, France, arriving there on 2



Altair (AKS-32) underway during 1966; from the appearance of her decks and helicopter landing pad, aft, she is ready to commence an underway replenishment. Her "Victory Ship" lines are readily apparent in this aerial oblique view. (NH 96650)

July. She remained there until 12 July, when she sailed for Naples, Italy; she steamed thence to Casablanca, French Morocco

Altair cleared Casablanca for the east coast of the United States on 26 July 1952, and reached Norfolk on 4 August. Anticipating conversion to a stores issue ship, the vessel was redesignated AKS-32 on 12 August 1952. *Altair* was decommissioned at the Norfolk Naval Shipyard on 5 January 1953 and taken to Baltimore, where she underwent conversion at the Maryland Drydock Co. to prepare her for her new role

Recommissioned at Norfolk on 15 December 1953, the ship rejoined the Atlantic Fleet and, following her shakedown, reported for duty on 20 March 1954. A little over two months later, on 24 May, *Altair* sailed for the Mediterranean, and reached the Hyeres Islands, off the southeast coast of France, on 10 June, for a week's stay. She steamed thence to Naples and Cagliari, Italy, and thence to Golfe Juan, before paying a return call at Naples. She then visited Palma de Majorca before reaching Gibraltar on 11 August en route back to the United States. During her second Mediterranean deployment, the ship also conducted two underway replenishments, with Task Force (TF) 63, from 29 June to 2 July, and on 2 August 1954. Arriving back at Norfolk on 23 August, *Altair* operated between that port and New York and Baltimore through the autumn, ultimately sailing from Norfolk on 15 November for Gibraltar and her third deployment with the 6th Fleet. Over the next few months, *Altair* called at Gibraltar, Naples (thrice); Barcelona, Spain; Genoa, Italy; Cartagena, Spain; Mers-el-Kebir, and Algiers, before she closed out that deployment at Gibraltar on 24 February 1955 and sailed for Norfolk

In May 1955, her home port was changed to Barcelona, and she cleared Norfolk for her permanent station in the Mediterranean on 26 May 1955, bound for Gibraltar. In August 1962, her home port was shifted to Naples. From time to time she returned to the United States for overhaul and modification. In 1959 she received a helicopter landing platform to enable her to carry out early vertical replenishment operations. She also received a complete material handling system which included new elevators, fork lifts, trucks, conveyor belts, and the first electronic accounting system to be placed on board a ship. This greatly facilitated her task of keeping track of the more than 25,000 items on her general stores inventory.

Altair's helicopter rescued an Air Force fighter pilot on 8 September 1961 after he had had to bail out off the coast of Spain. On 17 March 1962, *Altair* sent a rescue and assistance detail to aid the distressed Italian passenger ship *Venezuela* off Cannes. While a damage control party operated portable pumps to contain flooding, *Altair's* corpsmen helped over 800 passengers to leave the liner. A few weeks later, she provided emergency medical assistance to a critically ill Greek national on the island of Koso in the southern Aegean Sea; her helicopter flew the patient to Athens for further treatment. On 17 August 1962, the ship took part in relief operations for homeless repatriates in Algeria by taking 1,000 tents to Bone.

Altair returned to the United States in October 1962 for overhaul but was abruptly ordered to the Caribbean to replenish American warships enforcing the quarantine of Cuba. After this crisis subsided she proceeded to Boston for an overhaul which lasted into the spring of 1963.

The stores issuing ship departed Norfolk on 18 May and reached Rota, Spain, on the 30th. On 13 June, she assisted in the rescue of an Italian man who had fallen from the seawall while fishing at Naples.

In June 1965, *Altair's* home port was changed to Norfolk; and she operated from that base until reporting to the Inactive Ship Maintenance Facility to Portsmouth, Va., on 31 December 1968. She was decommissioned on 2 May 1969 and transferred to the Maritime Administration (MarAd) on 1 May 1973.

Her name was struck from the Naval Vessel Register on 1 June 1973, and the former stores issue ship was laid up in the James River berthing area of the NDRF. She was transferred permanently to MarAd on 1 September 1971; and, on 31 January 1975, she was sold for scrapping to Luria Brothers & Co

III

(AKR-291: dp. 55,355 (f); l. 947'; b. 105'; dr. 37'; s. 33.0 k; cpl. 44; cl. *Algoi*; T. SL-7)

The third *Altair*—a fast sealift ship—was built at Emden, West Germany, by the *Rhein Stahl Nordseewerke*, as the SL-7 type containership *Sea-Land Finance*, and entered mercantile service in September 1973. Assigned the name *Altair* and the classification AK-291 on 15 October 1981, the ship was acquired by the Navy on 1 May 1982 to serve the needs of the Rapid Deployment Force (later the Afloat Prepositioning Force). Reclassified as AKR-291 on 1 November 1983, *Altair* underwent conversion at the Avondale Shipbuilding Company's Westwego, La., yard, and was dedicated in ceremonies at the conversion yard by Mrs. Bonnie Livingston, the wife of Congressman Robert L. Livingston, on 9 November 1985.

Altamaha

A river and a sound in the state of Georgia. *Altamaha* was also the name of a town established in 1540 upon a site located in the present-day state of Georgia. *Altamaha* was mentioned in the journals of Hernando De Soto's expedition.

(AVG-6: dp. 7,886; l. 492'; b. 69'6"; ew. 112'; dr. 25'6"; s. 16 k.; cpl. 970; a. 2 5", 20 40mm.; cl. *Bogue*; T. C3-S-A2)

AVG-6 was laid down under a Maritime Commission contract (MC hull 160) on 15 April 1941 at Pascagoula, Miss., by the Ingalls Shipbuilding Corp.; named *Altamaha* on 7 January 1942 but the name was cancelled on 17 March 1942; launched on 4 April 1942; sponsored by Mrs. Phillip Seymour, wife of Capt. Seymour; redesignated ACV-6 on 20 August 1942; acquired by the Navy on 31 October 1942 and simultaneously transferred to the United Kingdom. That same day, the ship was renamed HMS *Battler* and commissioned by the Royal Navy.

Battler served the Royal Navy throughout World War II, operating for the most part on convoy escort and antisubmarine warfare missions in the North Atlantic. In September 1943, she supported the invasion of Italy at Salerno. The ship was redesignated CVE-6 by the American Navy on 15 July 1943. She was returned to the custody of the United States on 12 February 1946. She was struck from the Navy list on 28 March 1946. She was sold on 14 May 1946 to the Patapsco Steel Scrap Co., Bethlehem, Pa., and was subsequently scrapped.

I

(CVE-18: dp. 15,700; l. 495'8"; b. 69'6"; dr. 26'; s. 17.6 k.; cpl. 1,205; a. 2 5", 16 40mm., 27 20mm.; cl. *Bogue*; T. C3-S-A1)

Altamaha (CVE-18) was laid down under a Maritime Commission contract (MC hull 235) on 19 December 1941 at Tacoma, Wash., by the Seattle-Tacoma Shipbuilding Corp.; launched on 25 May 1942; sponsored by Mrs. Thomas S. Combs, the wife of Comdr. Combs who was the commanding officer of seaplane tender *Casco* (AVP-12); and commissioned on 15 September 1942, Capt. J. R. Tate in command.

Following brief sea trials, *Altamaha* got underway for San Diego, Calif., on 27 October in company with *Kendrick* (DD-612). While they were en route, *Kendrick* spotted a submarine and claimed that members of her crew had seen three torpedoes which had been fired at the escort carrier. However, no one on *Altamaha* observed any of the torpedoes. The voyage continued uneventfully, and the ships reached San Diego on the 31st. The carrier then took on aircraft and passengers and sailed in convoy on 3 November for the southwest Pacific.

Upon reaching Espiritu Santo on 24 November, she delivered part of her cargo and continued on to New Caledonia. She reached Noumea on 28 November and commenced a period of flight operations and training exercises. The vessel returned to Espiritu Santo on 30 December, but continued on to the Fiji Islands and touched at Nandi on 13 January 1943 before beginning another period of operational training.

In early February, *Altamaha* paused off Funafuti, Ellice Islands; loaded cargo and personnel on to barges and sent them ashore. The carrier then proceeded to Hawaii and arrived at Pearl Harbor on 10 February. There, the planes and personnel of Air Group 11 came on board; and the ship set a course for the Fiji Islands on the 19th. She reached Nandi on 28 February,

discharged her cargo, and reversed her course back toward the Hawaiian Islands.

After a short stay in port at Pearl Harbor, the escort carrier got underway on 9 March with replacement aircraft for the flat-tops of the Pacific Fleet. She paused at Palmyra Island on 15 March; continued on to Johnston Island, debarked marine aviation personnel on the 17th; and touched at Midway three days later before reversing course and returning to Hawaii. She remained at Pearl Harbor for one day, 23 March, and then continued on to the west coast.

Altamaha reached San Diego on 1 April and commenced three and one-half months of flight operations off the California coast alternated with upkeep in San Diego. On 13 July, she arrived at Alameda, Calif., to take on planes from the naval air station there. The escort carrier got underway for Australia three days later and made Brisbane on 3 August. Following a 10-day visit to Fremantle, she got underway on the 16th for India and arrived at Karachi on 28 August and delivered 29 Army Air Force airplanes.

On 2 September, the escort carrier reversed her course and steamed back to Australia. She reached Melbourne on the 18th and, at the end of three days there in a leave and upkeep status, got underway for the west coast of the United States. On 8 October, the vessel entered the Mare Island Navy Yard, Vallejo, Calif., for overhaul.

The escort carrier got underway for sea trials on 8 November, paused briefly at Alameda to take on replacement aircraft, and sailed on the 13th for Brisbane. *Altamaha* reached her destination on 30 November and began discharging her cargo. The ship left there on 4 December to return home. Upon her arrival at San Diego on the 21st, she began a period of local operations, carrier qualifications, and repairs.

The ship got underway for Pearl Harbor on 22 March 1944, arrived there on the 28th, and began taking on Composite Squadron 6 for transportation to an operating area 300 miles east of the Marshall Islands. The carrier had been selected to be the nucleus of Task Group (TG) 11.1—which was established for a hunter/killer operation to destroy Japanese submarines operating against the Pearl Harbor-Marshall Islands supply lines—and left Hawaii in company with four destroyer escorts on 30 March. The warships reached their assigned area on 3 April and began their first patrol. The group reported contacting two submarines but did not receive credit for damaging or destroying either. The task group put into Majuro Atoll on 8 April to allow the destroyer escorts to refuel.

The ships sailed on the 11th to carry out a second antisubmarine mission. *Altamaha* was the target of a torpedo attack on the 15th but successfully evaded all four shots. The remainder of the patrol passed uneventfully before TG 11.1 was relieved on 18 April and shaped a course for Pearl Harbor. Following a short upkeep period in Hawaiian waters, the carrier returned to Majuro in early May and operated in an antisubmarine screen off the Marshall Islands for several days before returning to Pearl Harbor on 11 May.

After a two-day layover in Hawaii, *Altamaha* pushed on toward the west coast. Reaching Alameda on the 18th, she entered the shipyard of the United Engineering Co. for repairs and alterations. She resumed operations on the last day in May and headed for Hawaii, laden with aircraft and spare parts.

Having delivered her cargo at Pearl Harbor, *Altamaha* returned to Alameda. From there, she proceeded to San Diego, which she reached on 19 June and spent two days loading men and equipment before departing California on the 21st, bound for the New Hebrides. She reached Espiritu Santo on 7 July; discharged cargo; and, on the 12th, headed for Morobe, New Guinea, where she arrived on 16 July. Having made additional calls at Langemak, New Guinea, and Seeadler Harbor, Manus Island, *Altamaha* arrived back at Espiritu Santo on the 25th. She made one more cruise from this island, during which she visited Seeadler Harbor and Guadalcanal. The carrier departed the New Hebrides on 10 August, bound for Hawaii.

Altamaha paused at Pearl Harbor for two days and then sailed on to San Diego. She spent four days there before getting underway and setting course for Pearl Harbor. She departed Hawaiian waters on 8 September, made port calls at Emirau Island and Seeadler Harbor, and returned to San Diego, where she arrived on 6 October. The vessel next spent three weeks in local operations before getting underway on the 26th for another voyage west.

The escort carrier paused at Pearl Harbor for three days, then sailed for Eniwetok with replacement aircraft and pilots. On 15 November, she reached Ulithi and then carried out flight operations off Ulithi through 14 December, when she got underway for the 3d Fleet replenishment area. On the 16th, the ship joined TG 30.8—which was composed of oilers and replacement carriers—in the Philippine Sea and, the next day, began transferring pilots to *Buchanan* (DD-484). However, heavy seas compelled her to break off that task. By early morning on the 18th, the disturbance had grown into a raging typhoon. By 0900, the escort carrier was laboring heavily and rolling as much as 25 to 30 degrees to either side. An hour later, visibility dropped to zero, and the vessel abandoned all effort to keep station. Almost one-half of the aircraft on board *Altamaha* broke loose and plunged overboard. The ship also experienced problems with flooding in the forward elevator pit. By 1600, the weather was improving, and the ship rode better. Soon she made a rendezvous with other members of TG 30.8.

While the carrier sustained considerable material damage, she suffered no personnel casualties and was able to resume her resupply operations on 19 December. *Altamaha* continued her operations with the replenishment group through early February 1945. During this time, she serviced 3d Fleet units in Philippine waters and made port calls at Guam, Manus, and Ulithi. On 15 February, the ship touched at Pearl Harbor.

Altamaha continued on to the west coast, arriving at Alameda on 26 February. The ship began an availability at the Hunters Point Navy Yard on 3 March during which she was drydocked for routine work below the waterline and repairs to a propeller damaged in the typhoon. The carrier emerged from the yard on 14 March and began loading planes, ammunition, and supplies for transportation to Pearl Harbor.

During the remaining months of World War II, *Altamaha* provided general transportation service from Alameda, San Diego, and Pearl Harbor to various points in the Pacific. Among her stops were Guam, Saipan, Eniwetok, Kossol Roads, and Samar. Following the Japanese capitulation in mid-August, *Altamaha* returned to the west coast for repairs and an overhaul at the Hunters Point Navy Yard. She began sea trials in mid-October and got underway for Pearl Harbor on the 22d. The vessel was then assigned to the "Magic-Carpet" fleet and transported armed forces personnel and equipment throughout the Pacific back to the United States.

On 15 January 1946, *Altamaha* headed to Tacoma, Wash. Deactivation preparations were begun there, and the carrier was placed out of commission, in reserve, on 27 September 1946. The ship was redesignated CVHE-18 on 12 June 1955. Her name was struck from the Navy list on 1 March 1959, and the vessel was sold on 25 April 1961 to Eisenberg & Co., New York City, N Y, and, later that year, was scrapped in Japan.

Altamaha won one battle star for her World War II service.

Althea

A shrub of the mallow family; the rose of Sharon; a hollyhock.

(Sch)

Little is now known of a schooner named *Althea* which served the Union Navy during the Civil War. The first information on her operations comes from a report by Lt. George H. Preble, the commanding officer of the screw gunboat *Katahdin*, to David Glasgow Farragut dated 26 May 1862. Preble tells Farragut that, two days before, the coal vessels *Althea* and *Golden Lead* had anchored eight or nine miles above Natchez, Miss. At the time, several warships of Farragut's West Gulf Blockading Squadron were ascending the Mississippi after capturing New Orleans. On the 28th, while Farragut was descending from Vicksburg in the flagship *Hartford*, *Althea* was lashed to the port side of that screw sloop of war. Upon reaching Baton Rouge, the Union sailors noticed "... that the United States flag which we had left flying over the arsenal had been removed." Farragut sent *Hartford's* chief engineer James B. Kimball into the city with a letter protesting this fact. As the party carrying the message approached the shore a large group of horsemen opened fire on their boat, severely wounding Kimball and two oarsmen. Since *Althea* was tied between *Hartford* and the city, she was cut